

**COUNTY OF SAN LUIS OBISPO BOARD OF SUPERVISORS
AGENDA ITEM TRANSMITTAL**

(1) DEPARTMENT General Services	(2) MEETING DATE May 23, 2006	(3) CONTACT/PHONE Duane P. Leib (805) 781-5200	
(4) SUBJECT San Luis Obispo County Regional Airport Master Plan Update And Final Environmental Assessment/Environmental Impact Report (EA/EIR)			
(5) SUMMARY OF REQUEST Consider the presentations and certify the Environmental Impact Report of the Airport Master Plan and adopt the Final Airport Master Plan Update for San Luis Obispo County Airport.			
(6) RECOMMENDED ACTION (1) Adopt the Summary of Findings, Adopt the Statement of Overriding Considerations and Certify the Environmental Impact Report for the San Luis Obispo County Airport Master Plan Update; (2) Adopt the Final Airport Master Plan Update for San Luis Obispo County Airport.			
(7) FUNDING SOURCE(S) N/A	(8) CURRENT YEAR COST N/A	(9) ANNUAL COST N/A	(10) BUDGETED? <input type="checkbox"/> No <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A
(11) OTHER AGENCY/ADVISORY GROUP INVOLVEMENT (LIST): City of San Luis Obispo, Federal Aviation Administration, Airport Land Use Commission, U. S. Army Corps of Engineers, Air Pollution Control District, U. S. Fish and Wildlife Service, California Dept. of Fish and Game, CalTrans, Regional Water Quality Control Board, San Luis Obispo County Public Works Dept., California Dept. of Forestry, County Agricultural Commissioner, San Luis Obispo Council of Governments			
(12) WILL REQUEST REQUIRE ADDITIONAL STAFF? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes, How Many? _____ <input type="checkbox"/> Permanent <input type="checkbox"/> Limited Term <input type="checkbox"/> Contract <input type="checkbox"/> Temporary Help			
(13) SUPERVISOR DISTRICT(S) <input type="checkbox"/> 1st, <input type="checkbox"/> 2nd, <input type="checkbox"/> 3rd, <input type="checkbox"/> 4th, <input type="checkbox"/> 5th, <input checked="" type="checkbox"/> All		(14) LOCATION MAP <input type="checkbox"/> Attached <input checked="" type="checkbox"/> N/A	(15) Maddy Act Appointments Signed-off by Clerk of the Board N/A
(16) AGENDA PLACEMENT <input type="checkbox"/> Consent <input checked="" type="checkbox"/> Hearing (Time Est. 1:00) <input type="checkbox"/> Presentation <input type="checkbox"/> Board Business (Time Est. _____)		(17) EXECUTED DOCUMENTS <input checked="" type="checkbox"/> Resolutions (Orig + 4 copies) <input type="checkbox"/> Contracts (Orig + 4 copies) <input type="checkbox"/> Ordinances (Orig + 4 copies) <input type="checkbox"/> N/A	
(18) NEED EXTRA EXECUTED COPIES? <input type="checkbox"/> Number: _____ <input type="checkbox"/> Attached <input checked="" type="checkbox"/> N/A		(19) BUDGET ADJUSTMENT REQUIRED? <input type="checkbox"/> Submitted <input type="checkbox"/> 4/5th's Vote Required <input checked="" type="checkbox"/> N/A	
(20) OUTLINE AGREEMENT REQUISITION NUMBER (OAR) _____		(21) W-9 <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	(22) Agenda Item History <input type="checkbox"/> N/A Date _____
(23) ADMINISTRATIVE OFFICE REVIEW <div style="text-align: center; margin-top: 20px;">OK Dan Butts</div>			

C. H. 5/23/06



COUNTY OF SAN LUIS OBISPO

Department of General Services

COUNTY GOVERNMENT CENTER • SAN LUIS OBISPO, CALIFORNIA 93408 • (805) 781-5200

DUANE P. LEIB, DIRECTOR

TO: BOARD OF SUPERVISORS

FROM: DUANE P. LEIB, GENERAL SERVICES DIRECTOR
ELLEN CARROLL, ENVIRONMENTAL COORDINATOR

D. Leib
EC

DATE: MAY 23, 2006

SUBJECT: San Luis Obispo County Regional Airport Master Plan Update and Final Environmental Assessment/Environmental Impact Report (EA/EIR)

RECOMMENDATION

The Department of General Services and the Environmental Division of the Department of Planning and Building bring before your Board the Final Environmental Assessment/Environmental Impact Report and the Final Airport Master Plan Update for the San Luis Obispo County Regional Airport.

It is recommended that the Board of Supervisors adopts the following findings with respect to the February, 2006 County Airport Master Plan Final Environmental Impact Report:

1. The County Airport Master Plan Final EA/EIR had been completed in compliance with the California Environmental Quality Act,
2. The County Airport Master Plan Final EA/EIR was presented to the decision-making body of the lead agency, and that the decision-making body reviewed and considered the information contained in the Final EA/EIR prior to approving the project, and that
3. The County Airport Master Plan Final EA/EIR reflects the lead agency's independent judgment and analysis.

It is recommended that the Board of Supervisors:

1. Adopt the CEQA Required Findings, Adopt the Statement of Overriding Considerations and Certify the Environmental Impact Report for the San Luis Obispo County Regional Airport Master Plan.
2. Adopt the Final Airport Master Plan Update for the San Luis Obispo County Regional Airport.

C. H.

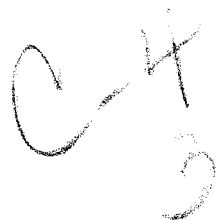
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DISCUSSION

On January 25, 2005 your Board accepted and filed the final draft of the Master Plan update for the San Luis Obispo County Regional Airport. This action was a direction to proceed with the Airport Master Plan project and the elements identified therein pending environmental review. The environmental process is now complete and with the findings presented, it is requested that your Board certify the Environmental Impact Report and approve the Final Airport Master Plan update.

Master Plans are used as tools by airports to ensure comprehensive planning for future development. The document is considered essential by the Federal Aviation Administration (FAA) to enable them to evaluate future funding requests under the Airport Improvement Program (AIP). With the certification of the Environmental Impact Report, the FAA can proceed with the federal portion of the environmental review process. The FAA is anticipated to approve the Environmental Assessment with a Finding of No Significant Impact (FONSI). The airport sponsor, San Luis Obispo County, can then be assured that the federal requirements for funding requests through the Airport Improvement Program and Passenger Facility Charge (PFC) Program have been met. This is vital for the airport's continued success in securing grant offers and receiving PFC approvals.

Coffman Associates, specialists in the field of airport master planning, directed the Airport Master Plan project. The culmination of the project, together with the Environmental Assessment/Environmental Impact Report (EA/EIR), is the final Master Plan document now before your Board. Several significant development issues are addressed in Chapter Five: Recommended Master Plan Concept and Financial Plan. Phase I airfield considerations include an 800 foot extension of the primary Runway 11-29 and parallel Taxiway A; construction of Engineered Material Arresting System (EMAS) at each end of Runway 11-29 to meet runway safety areas standards; development of a perimeter service road around the extended end of Runway 11; and the repainting of runway markings and installation/improvement of runway lighting systems. Phase II airfield projects include relocation of navigation aids; the 800 foot extension of Taxiway M parallel to Runway 11; relocation of perimeter service road adjacent to Taxiway M; the 500 foot extension of Runway 7 and Taxiway J; and the extension of Runway 11 approach lighting system (ALS).



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An integral component of the master planning process was the establishment of the Planning Advisory Committee (PAC). The committee members encompassed a variety of airport users and representatives from the local community. It was considered important to provide the consultant with the opportunity for discussions of local perceptions and local planning issues. *The PAC members and their respective affiliation are acknowledged on Attachment II.*

The committee served an important role in ensuring success of the master planning process and the subsequent recommendations. It was strictly advisory in nature and did not supplant the legal duties and roles of the County of San Luis Obispo as the airport proprietor. The role of the membership was to review periodic submissions of draft chapters of the master plan for accuracy and clarity, provide input to the study based upon the member's area of expertise, act as link between the study team and the interests represented, and contribute to the development of a realistic and viable program. Each member received a workbook with pertinent chapter distributions occurring prior to each PAC meeting. The first meeting commenced on December 16, 2003 with subsequent meetings taking place on June 3, 2004 and September 2, 2004. The meetings were well attended and we thank the PAC members for their dedication and efforts.

Additionally, three public information workshops were held, preceded by press releases to the media and newspaper notices. The workshops were held at the Veterans Memorial Building on December 16, 2003, June 3, 2004 and September 2, 2004. The consultants and airport staff were available to discuss the elements of the Master Plan. Various visual displays were presented identifying inventory, demand and capacity, forecasts, facility requirements, development alternatives, airport plans and financial plans. *Public involvement was encouraged and a listing of meetings, notices and news articles concerning the Airport Master Plan project is provided on Attachment III.*

Project Specifics - Extension of Runway 11-29

SBP is an integral part of the economic viability of San Luis Obispo County. It is a gateway for air passengers traveling on business or pleasure and for goods being transported to and from the region. Over the years, the Airport has expanded to keep pace with growth. Due to the increasing use of regional jets by the regional/commuter airlines serving SBP, these improvements are necessary to meet the air transportation needs of residents and the business community.

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The project is needed to provide sufficient runway length to accommodate the departure of fully loaded aircraft (e.g., regional jets) during warm temperatures without imposing constraints such as load penalties. The project will also ensure that the airport is in compliance with runway protection measures for Runway 11-29, including Object Free Area (OFA), for the category C-II design group with a CRJ-700 as the selected design aircraft.

The runway extension would also include the installation of EMAS at both ends of Runway 11-29. The development of EMAS would be necessary to construct the extension of Runway 11 by 800 feet within the footprint of the Airport. Without the development of EMAS, the RSA would need to be 1,000 feet at both ends (instead of 600 feet using EMAS) and the runway extension and associated RSA would extend beyond the boundaries of the Airport.

Funding and Cost vs. Benefit of the Runway Extension Project

The airport user will pay for the runway extension project. Grants are made available for these projects via the ticket tax collected and deposited in the Federal Aviation Trust Fund and offered to airports through AIP grants. Applications for funding must be submitted to the FAA with an estimated project cost, full environmental findings and schedule for completion. The FAA considers the request along with many other airport projects throughout the nation and funds are offered based on various critical factors of which safety and airport transportation system capacity are heavily weighted. Funding would be dispersed on a 95% project cost reimbursement formula. The 5% remaining funding requirements would then be met through local Passenger Facility Charges (PFC).

As the primary grantor of funds, the FAA requires the completion of a Benefit-Cost Analysis for any proposed project with a construction cost estimate in excess of \$5,000,000. With a total project cost estimate of more than \$5 million, the airport-consulting firm of Coffman Associates, Inc., as a component of the Airport Master Plan Update, completed a benefit-cost analysis for the extension of Runway 11-29. Such an analysis must demonstrate a **benefit-cost ratio greater than 1.0** in order to justify the expenditure and receive funding from the FAA. The benefit-cost analysis for this project found the following:

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"The proposed action has a discounted cost of \$21.5 million and quantifiable benefits of \$65.3 million. Thus the benefit-cost ratio is 3.03 and is economically preferred."

Regional Jets at San Luis Obispo

In 2002, the San Luis Obispo Council of Governments (SLOCOG) analyzed the economic and operational trends of commercial air service by regional jets nationwide and the likely effect on commercial air service within the County of San Luis Obispo. The study found the following:

- It is the goal of almost all of the Major Airlines to replace their regional fleet with all regional jet (RJ) aircraft from their existing mix of RJ and turboprop equipment. The three existing airlines serving SBP have stated their objective is to fly an all RJ regional operation and have been accepting delivery of RJ's at an aggressive pace.
- San Luis Obispo will have RJ service in the market within the next Quarter from America West Express/Mesa Airlines and can reasonably expect to have all RJ service within the next 24 months provided the airport can accommodate the various airline operator requirements. This approximate timetable for conversion could change if the individual airlines require airport facility changes or a carrier is facing financial difficulties (United's potential Chapter 11 Bankruptcy Filing).
- While RJ's offer many advantages over turboprop aircraft each RJ has different operating characteristics and each airline has their own unique operating requirements.
- Although runway length is critical to evaluating the operational characteristics of RJ's, the airline operators ultimately decide what type of airport environment meets their requirements.
- In addition to runway length, other airfield design elements need to be considered for the RJ aircraft including runway and taxiway dimensions and strength and aircraft runway protection zones.

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- RJ's produce noise levels similar to those of the existing turboprop aircraft serving the market, less than the typical larger commercial jet (100 seats or more) and significantly quieter than some older corporate jet aircraft at SBP.
- A cursory environmental assessment seems to suggest that it seems unlikely residents of the surrounding airport communities will experience adverse noise impacts as a result of RJ's serving the market.

At the time of the study, the San Luis Obispo County Regional Airport (SBP) was home to three airlines, United Express (Skywest), American Eagle, & America West Express (Mesa), operating 30 to 34 passenger turboprop aircraft serving approximately 300,000 passengers annually. In October 2003, America West Express replaced all of its 34 passenger turboprop aircraft with 50 passenger regional jets. Since the introduction of regional jet service by America West Express, American Eagle has introduced regional jet service to Los Angeles while continuing to operate the airline's 34 passenger SAAB 340 turboprop aircraft.

All three airlines, who in 2005 served over 360,000 passenger at SBP, have expressed their desire to begin or increase regional jet service at the airport but only if additional runway length is made available in order to ensure full operational capability of the aircraft, free from weight restrictions. The proposed runway extension would provide adequate length to accomplish that objective.

Economic Benefits of the San Luis Obispo County Regional Airport

As part of the Master Plan process, an economic benefit study was conducted. The study found that the total economic benefit of the San Luis Obispo County Regional Airport in FY 2003 was:

- \$142.0 Million revenues created by the airport within the service area
- \$38.3 Million in earned wages and proprietor's income
- 1,541 Jobs supported in the airport service area

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ENVIRONMENTAL REVIEW PROCESS

The action of your Board on January 25, 2005 included direction to the Environmental Coordinator to continue the environmental assessment of the elements within the Master Plan. As the lead agency for the EA/EIR, a consultant selection was conducted with Environmental Science Associates (ESA) selected as the most qualified for the Master Plan project, and your Board approved a contract with ESA.

Updating the County Airport Master Plan required the preparation of both federal and state environmental documents. Both federal and state law encourage agencies to combine the preparation of documents whenever possible. Certification by the Board of the Final EIR portion of the EA/EIR is necessary to complete the EIR process for the project. The FAA requires completion of the local environmental process before the FAA can complete the federal portion of the environmental review process. The FAA is expected to approve the Final EA portion of the EA/EIR and issue a Finding of No Significant Impact (FONSI).

The Draft EIR was noticed and available for public review in March and April of 2006. During that time other agencies were consulted with and requests for comments from those agencies were made. In accordance with CEQA Guidelines sec. 15088, 15132, the FEIR includes a list of persons, agencies, and organizations that have commented on the Draft EIR and responses to those comments.

After the consideration of all comments and completion of the EIR analysis, eight issues were identified as **significant** (Socioeconomic Impacts - Transportation, Air Quality, Water Quality, Cultural Resources, Endangered and Threatened Species, Wetlands, Hazardous Material and Solid Waste, and Cumulative Impacts - to Air Quality (Phase I) and to Endangered and Threatened Species). Of the eight listed all were determined to be significant, **but mitigable** to a level of insignificance. For example, during construction periods, mitigation for Air Quality regarding Construction-Related Emissions involves provisions for the reduction of fugitive dust emissions. These provisions include: the use of water trucks, spraying all dirt stockpiles, re-vegetation and landscaping, covering all trucks hauling loose material and the designation of a dust control monitor.

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There are also two issues identified as **significant and unavoidable impacts** (Air Quality - operational Related Emissions (Phase II) and Cumulative Impacts - to Transportation and to Air Quality (Phase II)). As required by CEQA a Statement of Overriding Considerations has been written and is attached. The Statement of Overriding Considerations explains why the acceptance of each significant effect is justified.

The issue of airport noise was also evaluated as part of the EA/EIR. The FAA requires that noise be evaluated for airports using the most recent version of the Integrated Noise Model (INM). Using the INM, the Community Noise Equivalent Level (CNEL) is calculated. This method of noise measurement is used to describe cumulative noise exposure for an annual average day of aircraft operations. The CNEL method of noise measurement is used by the State of California and the County of San Luis Obispo to evaluate land use compatibility around airports. Using the CNEL method, the noise created with the proposed project is **not considered to be significant**.

The required CEQA Findings and a Statement of Overriding Considerations are attached. A copy of the Final EIR is contained in the Clerk's File.

OTHER AGENCY INVOLVEMENT/IMPACT

The Master Plan for San Luis Obispo County Regional Airport and the associated EA/EIR has or will involve a number of State, Federal, and local agencies, including:

City of San Luis Obispo
Airport Land Use Commission
Air Pollution Control District
California Dept. of Fish and Game
Regional Water Quality Control Board
San Luis Obispo County Public Works Dept.
San Luis Obispo Council of Governments

Federal Aviation Administration
U. S. Army Corps of Engineers
U. S. Fish and Wildlife Service
CalTrans
California Dept. of Forestry
County Agricultural Commissioner

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Other groups:

- Serco Aviation Services (ATC for SBP)
- San Luis Obispo Chamber of Commerce
- Airport Tenants Organization
- Master Plan Planning Advisory Committee
- Various other Civic Organizations
- California Native Plant Society

FINANCIAL CONSIDERATIONS

To date, cost of the Airport Master Plan is estimated to total approximately \$350,000. The Environmental Assessment/Environmental Impact Report and its other associated costs is approximately \$905,000. The projects were funded from FAA AIP grants and Passenger Facility Charges (PFC) with no contribution from the General Fund. All projects identified in the Airport Master Plan will be brought before your Board for funding considerations on an individual project basis. Each element is eligible for funding under the Federal Aviation Administration Airport Improvement Program, Passenger Facility Charge Program and State of California Aeronautics Program.

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ATTACHMENT III

LISTING OF MEETINGS, NOTICES
AND NEWS ARTICLES CONCERNING THE
AIRPORT MASTER PLAN UPDATE PROJECT

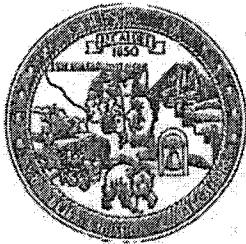
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THURSDAY, DECEMBER 11, 2003

NATION

www.cdc.gov

12/11/03



SAN LUIS OBISPO COUNTY REGIONAL AIRPORT

MASTER PLAN UPDATE

PUBLIC INFORMATION WORKSHOP

Tuesday, December 16, 2003

6:00 – 8:00 P.M.

**Veterans Memorial Building
801 Grand Avenue, San Luis Obispo**

Open House Format • Everyone Welcome!

Sponsored by:

Department of General Services, Airports Division

Coffman Associates, Inc.

SAN LUIS OBISPO COUNTY REGIONAL AIRPORT

the past year, has seen
disapproval of restrictions upon
... virtual child pornography.
tobacco advertising ... dissemi-
Good working conditions to
enforce employees to stay.
Manufacturers serving the
medical industry, such as JLL,
silicone parts for the medical
industry, sees housing as the
biggest obstacle in trying to

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SUNDAY, DECEMBER 14, 2003

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supply of many of the



SAN LUIS OBISPO COUNTY REGIONAL AIRPORT

MASTER PLAN UPDATE

PUBLIC INFORMATION WORKSHOP

**Tuesday, December 16, 2003
6:00 – 8:00 P.M.**

**Veterans Memorial Building
801 Grand Avenue, San Luis Obispo**

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Coffman Associates, Inc.

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5/30/04

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THE TRIBUNE SANLUISOBISPO.COM

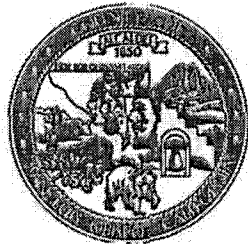
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SAN LUIS OBISPO COUNTY REGIONAL AIRPORT

MASTER PLAN UPDATE

PUBLIC INFORMATION WORKSHOP

Topic: "Project Alternatives"

Thursday, June 3, 2004

6:00 – 8:00 P.M.

**Veterans Memorial Building
801 Grand Avenue, San Luis Obispo**

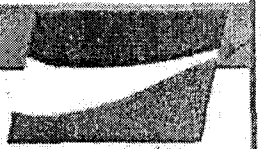
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SAN LUIS OBISPO COUNTY REGIONAL AIRPORT



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JUNE 1, 2004

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SAN LUIS OBISPO COUNTY REGIONAL AIRPORT

MASTER PLAN UPDATE

PUBLIC INFORMATION WORKSHOP

Topic: "Project Alternatives"

**Thursday, June 3, 2004
6:00 – 8:00 P.M.**

**Veterans Memorial Building
801 Grand Avenue, San Luis Obispo**

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8/29/04



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REGIONAL AIRPORT**

MASTER PLAN UPDATE

PUBLIC INFORMATION WORKSHOP

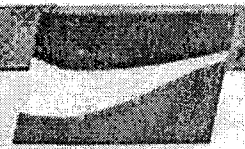
**Thursday, September 2, 2004
6:00 – 8:00 P.M.**

**Veterans Memorial Building
801 Grand Avenue, San Luis Obispo**

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SAN LUIS OBISPO COUNTY REGIONAL AIRPORT



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SAN LUIS OBISPO COUNTY REGIONAL AIRPORT

MASTER PLAN UPDATE

PUBLIC INFORMATION WORKSHOP

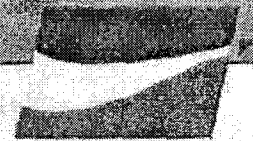
**Thursday, September 2, 2004
6:00 – 8:00 P.M.**

**Veterans Memorial Building
801 Grand Avenue, San Luis Obispo**

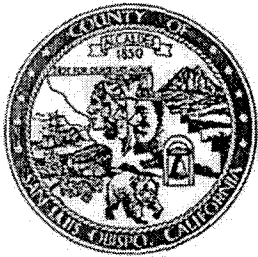
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SAN LUIS OBISPO COUNTY REGIONAL AIRPORT



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SAN LUIS OBISPO COUNTY

DEPARTMENT OF PLANNING AND BUILDING

VICTOR HOLANDA, AICP
DIRECTOR

PUBLIC COURTESY NOTICE OF HEARING

- WHO:** County Of San Luis Obispo Airport Land Use Commission
- WHEN:** Wednesday, December 15, 2004, at 1:30 p.m.
- WHAT:** Hearing to consider a proposal by the County of San Luis Obispo for the **Draft Update of the Airport Master Plan for the San Luis Obispo County Regional Airport**. In accordance with the requirements of Public Utilities Code Section 21676 (c), the County of San Luis Obispo is now requesting a determination from the Airport Land Use Commission (ALUC) regarding the consistency of the San Luis Obispo County Regional Airport Master Plan Update to the current, 2004 San Luis Obispo County Regional Airport Land Use Plan (ALUP).
- WHERE:** San Luis Obispo County Board of Supervisor's Chambers, Room 224, County Government Center, San Luis Obispo, California. At the hearing all interested persons may express their views for or against, or to change the proposal.

FOR FURTHER INFORMATION:

You may contact **Bill Robeson**, Airport Land Use Commission Planner, in the San Luis Obispo County Department of Planning and Building, County Government Center, San Luis Obispo, California 93408. (805) 781-5600.

** This is a courtesy notice of the Airport Land Use Commission's discussion of the above project. The Airport Land Use Commission will review the project and make recommendations to the referenced city or county as they feel the project relates to airport compatibility.

DATED: November 24, 2004

Chris Macek, Secretary Pro Tem
Airport Land Use Commission

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PLANNING DIRECTOR

- E-1 . Request for a Land Use Element amendment application (LRP2004-00006 - Hideo Kaminaka) to: 1) amend the South County Area Plan by changing the land use category on an approximately 59 acre site from Agriculture to Recreation and extending the Urban Reserve Line to include the subject property; and 2) disestablish the agricultural preserve on the site located on the south side of Pomeroy Road, between Calle Fresa and Camino Caballo, northwest of the community of Nipomo. The purpose of this request is to allow development of 30 single-family residences with the remainder to be used for community recreational fields and trails; 4th District.

PUBLIC WORKS DIRECTOR

- F-1 Discussion of the Roads budget status and policies (Clerk's File).

11:30 CLOSED SESSION ITEMS12:00 NOON RECESS2:00 REPORT ON CLOSED SESSIONGENERAL SERVICES DIRECTOR

- G-1 Discussion to review the progress, accept the schematic design and provide further direction on the design and construction of the new passenger terminal at the San Luis Obispo County Regional Airport.
- G-2 Presentation of the final draft Airport Master Plan Update (Clerk's File).

PUBLIC HEALTH DIRECTOR

- H-1 Request to approve: 1) initiate the process to determine support for the development of a benefit assessment that will provide permanent annual funding for the vector control program; and 2) waiving the Request For Proposal process on a sole source agreement with Shilts Consultants, inc to conduct a benefit assessment rate analysis, mail out ballot initiative and provide an engineering assessment report to assist in pursuing a new financing source to fund a vector control program in the County for the FY 2005-06 budget cycle; and 3) submittal of a resolution amending the position allocation list for fund center 160 - Public Health, by adding three FTE's limited Term Environmental Health Aides to convert existing temporary help dedicated to vector/mosquito control; and 4) a corresponding budget adjustment in the amount of \$272, 078 from the General Fund Contingencies.

5:00 ADJOURN TO THE INN AT MORRO BAY, FEBRUARY 1, 2005, AT 9:00 A.M. FOR TEAM BUILDING SESSION

ATTACHMENT "A" CLOSED SESSION ITEMS

PENDING LITIGATION (Gov. Code, ' 54956.9.)

It is the intention of the Board to meet in closed session concerning the following items:

Newspaper of the Central Coast

SanLuisObispo.com

THE TRIBUNE

SAN LUIS OBISPO COUNTY, CALIFORNIA

THURSDAY, APRIL 11, 2002

to SLO **Guide to lakes**
Where to go fishing in the county



Airline bringing bigger jets to SLO

**FIFTY-SEAT PLANES
SET TO SERVE
PHOENIX ROUTE**

SAN LUIS OBISPO

By KATHLEEN HALEY
The Tribune

Larger, faster and quieter airplanes will start flying into San Luis Obispo County airport this summer. America West Express officials told The Tribune this week.

The airline will offer the same two round-trip flights per day from San Luis Obispo to Phoenix, but will use 50-seat regional jets versus the current 37-seat turboprop airplanes. When service begins in July, those will be the first regional jets in regular service at the airport.

San Luis Obispo County airport manager Kathleen Nairne hadn't heard the airline's plans until she was contacted Tuesday by The Tribune.

"They have not contacted us at all," Nairne said. "The more advanced notice that we have is obviously something that we would welcome."

Still, Nairne said the jets would be a welcome addition.

Please see PLAINES, A6

Bigger, faster, quieter: How the new jet matches up

AIRLINE	MODEL	CAPACITY	LENGTH	WING SPAN	MAX. SPEED	RANGE	MAX. ALTITUDE	NOISE
United/Starwest	Embraer 120 Brasilia	30 passengers	66 ft.	323 mph	575 miles	35,000 ft.	92.1*	
American Eagle	Saab 340B	34 passengers	65 ft.	328 mph	900 miles	25,000 ft.	91.6*	
America West	De Havilland Dash 8-200	37 passengers	73 ft.	354 mph	1,081 miles	25,000 ft.	94.8*	
America West	Bombardier CRJ-200	50 passengers	88 ft.	528 mph	2,300 miles	40,000 ft.	92.1*	

*Measured according to Effective Perceived Noise Levels in Decibels (EPNWL). Only applies to noise during approach, typically the loudest.

SOURCE: AIRLINE MANUFACTURERS' WEBSITES
TRIBUNE GRAPHIC BY ANDREW CASTANEDA AND JET TAPACA

A6 THE TRIBUNE SAN

Planes

From Page A1

"It's going to be a great service to this community," she said.

The new aircraft is a Bombardier CRJ-200 Regional Jet. It replaces the de Havilland Dash 8-200, a turboprop used by Phoenix-based Mesa Air Group, which contracts with America West Express and is the regional carrier for the service in San Luis Obispo.

The regional jet can fly as far as 2,000 nautical miles without refueling, a big jump from the 940 nautical miles for the Dash 8-200. A nautical mile is about 1.5 percent longer than a statute mile.

In addition, the regional jet can fly at speeds of over 500 mph, compared to the 354.2 mph cruising speed of the Dash 8-200.

Regional jets are quieter because the jet engine is quieter than a turboprop engine, according to Benet Wilson, spokeswoman for Mesa Air Group. The fan blades in a regional jet are insulated and covered, which cuts down on the noise, she said.

The decision by America West Express to bring in the regional jets comes a week after the San Luis Obispo Council of Governments approved a \$200,000 study on regional jets.

Pete Rodgers, a planning manager for the council of governments, said that in light of the news of the regional jets coming here, "We still think it makes sense to identify what these issues are."

The issues include the market for regional jet service in the county and also what Rodgers called "operational consequences," such as the length of the runway.

With an expansion project last year, the county airport's main runway grew from 4,900 to 5,300 feet. Still, Sonia Murray, an international transportation consultant, said San Luis Obispo will be the smallest runway in the nation to have regional jet service.

A spokesman for Bombardier Aerospace Regional Aircraft, which manufactures the regional jet, said the San Luis Obispo runway length meets the standards for the service.

"The regional jet is capable of going into that airport," spokesman Ken Swartz said. "It's not an issue."

Federal Aviation Administration spokesman Jerry Snyder said the service is appropriate as long as the plane's owners abide by the manufacturer's recommendation for the aircraft.

The runway extension was not conducted specifically with the regional jet in mind. The work was designed to fix a problem some turboprop planes with full passenger loads faced under certain weather conditions, resulting occasionally in passengers being bumped off a scheduled flight to lighten the plane's weight.

The problem had been with larger airplanes flown by United during the summer when the flights can't get as much lift during takeoff.

SLO may get that longer runway

STUDY ENDORSED;
BUT PASO BIDS TO
BECOME AIR HUB

SAN LUIS OBISPO

BY CAROL ROBERTS
THE TRIBUNE

The county will examine extending San Luis Obispo's airport runway an additional 700 feet to accommodate regional jets, which airline officials say they need to take off and land full jets.

County consultants also will look into making Paso Robles airport, which already has a runway 6,000 feet long, the county's primary facility if it's not feasible to lengthen the runway in San Luis Obispo.

The Council of Governments, which includes all five county supervisors and council members from the seven cities, voted unanimously Wednesday to study the proposals in an upcoming master plan update for the airport in San Luis Obispo.

All seemed amenable to the possible extension. The planning and environmental process is expected to begin this spring.

The officials' vote came after hearing reports that all of the airlines serving the county are converting to regional jets. SkyWest, flying as United Express, and American Eagle have made the change elsewhere. America West already has two regional jet flights a day to Phoenix and the longer runway would allow them to fly with a full passenger load.

Klaasje Nairne, San Luis Obispo's airport manager, told the panel the airport already owns the property needed to extend the runway and has the money to do it from the Federal Aviation Administration and ticket taxes. Completing the whole process, including rerouting Santa Fe Road, could take between three and four years.

Sean Goodwin, American Eagle's western regional manager, said his company already has replaced its turbo props with regional jets in all its California service areas except Monterey and San Luis Obispo. The regional jets are expected to be in Monterey within a few months, he said.

San Luis Obispo would be served by a 44-passenger Embraer regional jet, he added, and American would continue to operate its maintenance base in San Luis Obispo.

"We're not likely to keep operating here," he said, "if the runway isn't made longer."

A recent county-financed study on regional jets indicates that SkyWest, which also is converting to the larger planes, also may not continue service in San Luis Obispo if the runway isn't longer.

Please see AIRPORT, B2

Airport

From Page B1

North County Supervisors Harry Ovitt and Mike Ryan, along with several other North County residents, told the panel not to discount Paso Robles in the future. Airline officials, however, have maintained there isn't enough of a market there now to warrant moving operations.

Chuck Miller of Atascadero cited the long runway and new terminal already in Paso Robles.

"I think you need to look at Paso Robles as the future of transportation for the county," Miller said. "We can't afford to let the airlines go out of the county to Santa Maria

or Santa Barbara."

But Supervisor Peg Pinard said it will be the airlines that decide where they'll go, not the county. "Build it and they will come" doesn't work in the airlines industry," she said.

Supervisor Katcho Achadjian, who lives near the San Luis airport, said he's heard concerns about more noise and fears that the jets will lead to even bigger planes such as 737s. The turbo props have awakened him as early as 5 a.m.

Nairne said the regional jets don't seem as loud as the turbo props. She also said the airport could never accommodate bigger jets without first moving the terminal, tower and other necessary facilities.

2-6-03

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21



"San Luis Obispo, Calif., to Consider Extending Airport Runway"

Thursday, February 6, 2003

San Luis Obispo, Calif., to Consider Extending Airport Runway
The San Luis Obispo (CA) Tribune

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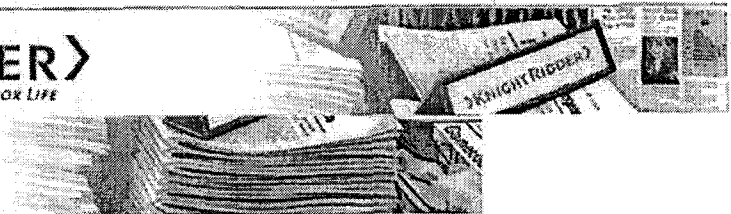
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OVERVIEW OF THE IMPACTS: GROWING AREAS WILL GAIN INFLUENCE
But San Luis Obispo will retain its powerful place in the center

Stephanie Finucane

The (San Luis Obispo, Calif.) Tribune

April 15, 2003

That old rule of real estate – "location, location, location" – practically guarantees the city of San Luis Obispo will remain the county's hub well into the future, even if growth is concentrated in unincorporated areas to the north and south.

The city is in the middle of a big market that stretches from Santa Maria – with a population of 80,000 – to Paso Robles and beyond.

"Many businesses and services would still desire San Luis Obispo for its central location ... if they can afford it and find the space and the permitting isn't too painful," said Steve Devencenzi, deputy director of the San Luis Obispo Council of Governments.

For that same reason, the San Luis Obispo County Regional Airport is likely to remain the area's primary airport, he said, provided it can expand its runway to accommodate regional jets. Lengthening the runway is being examined now.

Still, the fast-growing communities to the north and south will likely gain political and economic clout.

Paso Robles, in particular, is expected to emerge as a power center as the small towns and rural stretches of North County develop.

"More transportation would go there, more social services would have to go there, more funding for infrastructure would have to go there," said Devencenzi.

Smaller, rural towns also will undergo transformations as they become more sought-after places to live.

Just look at the Nipomo area, which grew by 77 percent during the 1990s.

"This used to be the armpit of the county," said Michael Winn, president of the Nipomo Community Services District board of directors. "Nobody wanted to live here. Those times are gone. We've been discovered. This is like the Mediterranean."

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In the space of a few years, Nipomo has gained hundreds of new homes, a high school, a supermarket, two big drugstores, several fast-food chains – and an active environmental group that has gone to court over some of the projects.

As unincorporated communities grow, they could opt for cityhood, altering the balance of power in the county.

Incorporation has been discussed, at one time or another, in Cambria, Oceano and Los

Osos. Nipomo now has a serious cityhood drive under way.

As a city, Nipomo would gain a seat on the county Air Pollution Control District board, the Integrated Waste Management board and the San Luis Obispo Council of Governments, which makes decisions on transportation funding and responds to the state's controversial, countywide housing mandates.

"If you're an incorporated city versus an unincorporated community, you get a whole different level of representation," said Devencenzi. "That begins to shift the power base both economically and politically."

Stephanie Finucane covers county issues for The Tribune. Reach her at sfinucane@thetribunenews.com or 805-781-7939.

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"Expansion plans for San Luis Obispo Regional Airport"

Wednesday, August 4, 2004

Airport looking to expand
The San Luis Obispo (CA) Tribune

Managers at the county's regional airport in San Luis Obispo are planning to build a new terminal complex to deal with increased use.

In addition to a new terminal, the project will include a three-story parking garage big enough to hold 1,200 cars and have improved access. The existing terminal will be retained and converted to other aviation uses.

The improvement project is expected to cost at least \$10 million and is still in its early planning stages, said Klaasje Nairne, airport manager. Construction would begin in 2007 at the earliest, with completion in 2009.

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1-15-85
EDITORIAL

OPINION OF THE TRIBUNE

Jetting along at SLO Airport

With 19 out of 21 daily departures at the San Luis Obispo County Airport using turboprop commuter planes, we were concerned when we read that a turboprop crashed this week in Charlotte, N.C., killing all 21 onboard.

We're not alone in our concerns.

There's a general feeling among those who fly that propeller-driven craft are less safe than commuter jets. However, according to a recent Wall Street Journal study, that isn't the case. The crash records — or safety records for those who see the glass as half full — of both types of commuter craft are virtually identical.

So why is there a perception that turboprops are less safe than jets? Three reasons, according to experts: A turboprop flies lower and thus encounters more rough weather; turboprops take longer to reach their destinations; and they're louder.

With the crash in North Carolina, aviation watchers are predicting an accelerated demise of the turboprop and the ascendancy of what are called "regional jets," or RJs.

America West Express has already established an RJ beachhead in San Luis. Two of its daily flights use 50-passenger jets that fly to Phoenix as a leap-off hub for transcontinental and international flights.

According to airport manager Klaas Nairne, the newly added regional jets are a hit among the flying public, because flights to Phoenix take about half the time of a turboprop, and a larger plane gives the feeling of more comfort.

Industriewide, regional jets are opening up new commuter markets for the above comfort reasons, and because these small jets can land at smaller airports. Some experts are saying that regional jets may be just the answer to an ailing industry.

With increased security checks and attendant delays as luggage is screened, probed and prodded, fewer people are flying. The fallout from that is one of the factors leading to major airlines filing for bankruptcy protection.

Although the big picture looks fairly dismal, operations at the San Luis Obispo County Airport are firing on all cylinders — or nearly so.

After experiencing a 4 percent decline in revenue in the wake of Sept. 11, SLO County Airport is gradually recapturing its lost market. It's now up 2 percent over last year, according to Nairne. It's unknown what that breaks down to in dollars and cents, but a 1998 economic study found that the airport's annual monetary impact at that time was \$167 million. Last year some 325,000 passengers flew in and out of San Luis Obispo.

So, the airport is an economic player for the county, but is it, or can it become, an economic engine by luring future businesses to the Central Coast?

Ray Johnson, president/CEO of the county Economic Vitality Corporation, says that the area's low unemployment rate and high housing costs negate interest in companies that would like to relocate here — regardless of how alluring the airport is.

On the other hand, Bert Forbes, former owner of the high-tech company Ziotech, believes that an airport is an integral — if not the most important — component for future business growth in the area.

"Low unemployment is a temporary, cyclic thing," says Forbes. "But the lifeblood of a high-tech company is being able to visit customers." And that takes an airport that's running on all cylinders, evolving from an archaic turboprop-based mode to one that's a member of the jet age.

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"At San Luis Obispo airport, a traffic jam"

Thursday, January 20, 2005

At the airport, a traffic jam

A growing number of business people are flying in and out of SLO County's air service hub; limited space and a single security checkpoint have made mornings a rush hour of frustration

By Monika Tjia

The San Luis Obispo (CA) Tribune

Every day, hundreds of local business people rely on the San Luis Obispo County Regional Airport to reach their destinations quickly and safely. But lately the airport has been a source of frustration as many passengers scramble to catch their early morning flights.

Since Sept. 11, 2001, the airport has been bogged down from 5:45 to 7 a.m. -- the prime time for business travelers. The facility is often packed as people make their way through a single security checkpoint to get on five flights.

"It's a little easier for both me and the airport staff to fly later in the day or the evening before," said Duke Energy spokesman Pat Mullen, who now avoids early morning flights because of the hassle.

With little room for passengers and one security checkpoint, the airport is inadequate for the number of travelers, said David Garth, president and chief executive officer of the San Luis Obispo Chamber of Commerce. Every day, about 600 people depart from the airport and nearly 600 arrive. Last year, 321,218 people flew in and out of the airport, an 8.9 percent increase over 2003, according to airport officials.

About 50 percent to 60 percent of travelers flying out of the airport are business travelers. During peak morning hours, 150 to 200 passengers pass through the security checkpoint.

"The community has grown and air service has grown tremendously," Garth said.

Airport management is aware of the tight space, said Klaasje Nairne, manager of the airport. Plans are in the works to expand the terminal in the next four to five years and extend the runway in two years, she said. The airport may also move the table the Transportation Security Administration uses to search bags for explosives to allow for more room in the lobby.

Passenger traffic will also flow more smoothly with the addition of a second security checkpoint lane, said Joan Reilly, the TSA's local deputy federal security director. The airport has requested another X-ray machine to speed up the scanning of baggage. It has not been determined if and when the request for an additional X-ray machine will be granted.

Reilly said there's no need for another walk-through metal detector because that's not where the morning back-up occurs.

In the meantime, the security line is now closer to the metal detector to make the line go faster.

"We changed the reconfiguration of the wait line in hopes that people will become mentally prepared when they come up to the X-ray," Reilly said.

It takes passengers 20 to 23 minutes to get through the security checkpoint, airport officials said. TSA's goal is 15 minutes or less.

"I don't know if we can make that here unless we get a second unit," Nairne said.

Even with the proposed changes, there's no guarantee business travelers will move through the security checkpoint any faster. Airport officials advise passengers to arrive more than an hour before departure.

"When people show up late, it makes it very difficult for everyone involved to get them through and on the plane," said Craig Piper, airport operations supervisor.

Some frequent travelers are heeding that advice.

Bob Wacker, president of financial advisory firm R.E. Wacker Associates, arrives an hour before his flight, especially when he travels in the morning.

The San Luis Obispo resident travels once a month and knows what it's like to cut it close.

"I've certainly been the last one on the plane more than once," he said.

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"SLO County airport is more bustling than ever"

Tuesday, January 3, 2006

SLO County airport is more bustling than ever
Passenger totals for 2005 hit a record; facility upgrades to handle the
increase are a few years away
By Bob Cuddy
The San Luis Obispo (CA) Tribune

The San Luis Obispo County Regional Airport has had its busiest year ever,
with passenger totals expected to approach 360,000.

But the expansion needed to accommodate those growing numbers is still
months or years away, according to Martin Pehl, the airport's assistant
manager.

Through November, passenger totals reached 328,554, Pehl said, and he
expects a busy December to push those numbers up by 30,000. The total for
2004, at that time the highest ever, was 321,218.

"There are unmet demands," Pehl said. Planes were at 80 percent capacity
over the year, and "frequently there are unavailable seats."

The county airport supports flights round-trip daily to Los Angeles, San
Francisco, Las Vegas and Phoenix, using three airlines. San Luis Obispo is
one of the spokes of the hub airline destinations. People often fly out of
such smaller airports and make connections to larger flights.

The 2005 numbers underline the fact that the airport needs to expand, Pehl
said, although it added only one new flight last year: a third America West
route to Phoenix.

The airport hopes to begin construction this summer on an 800-foot runway
extension to the west on its primary runway. That is the only one that
serves commercial airlines.

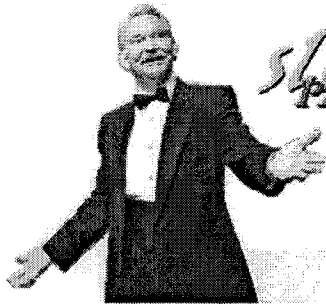
The expansion would make that runway 6,100 feet long.

In addition, the airport will start work on a new terminal building in 2007,
with occupancy by 2010, Pehl said. It has been doing some minor tinkering to
ease the crush of passengers, he said, such as moving the ticket counters.

The new terminal will include a parking structure and adjacent spaces that
will double the vehicle capacity to just more than 1,200. Pehl attributes
the continuing rise in airport use to a strong local economy, including Cal
Poly and other institutions such as the California Men's Colony and
Atascadero State Hospital.

In addition, he said, the county has an older, more affluent population that
uses the airport.

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3.29.2006 :: slo airport expansion

The San Luis Obispo County Airport is lengthening its runway for regional jets. The proposed expansion would allow travelers more flight destination options. It's a necessary move by the airport which says if they don't change with the times, they will go out of business.

The runway will be expanded from 5100 ft to 6100 ft, but first a environmental impact report needs to be completed. The report will consider the airport expansions affect on traffic, pollution and noise.

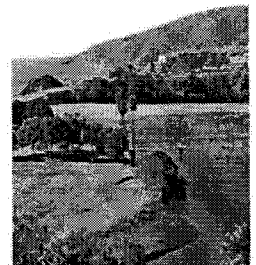
The airport expansion is expected to increase traffic, but the problem with noise and air pollution could be getting better. The San Luis Obispo County Airport Manager says the regional jets have different noise and pitch levels. Air pollution may also get better due to emissions levels that are lower on the jets.

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THE TRIBUNE

SAN LUIS OBISPO COUNTY, CALIF.

AIR TRAVEL

Airport hopes to lure Delta to SLO

The airline would offer two flights a day to Salt Lake City, allowing people to fly to 27 cities from Idaho Falls to New York with just one stop

By BOB CUDDY
bcuddy@tribunenews.com

San Luis Obispo County Regional Airport is working to add twice-daily service to Salt Lake City on Delta Air Lines, a move that would create one-stop flights to dozens of cities.

The airport is applying today to the U.S. Department of Transportation for a \$250,000 "small commuter air service" grant to entice Delta to come here, airport manager Klaasje Nairne said.

A Delta spokeswoman would neither confirm nor deny that the airline is considering service to San Luis Obispo.

Nairne said the airport is looking to give people more travel options. She said the local airport experiences 42 percent "leakage" — residents driving to other airports such as Los Angeles, San Jose or Santa Barbara instead of departing from San Luis Obispo.

Please see DELTA, B2

Man who hit

LOCAL

FRIDAY, APRIL 7, 2006

Lawsuit

From Page B1

ing under the influence with injury, according to court records.

He has a history of drunken driving, according to court documents, but no record of violent offenses.

Messina claims in his lawsuit that Worley has had prior complaints and a propensity for violence.

He contends that the Police Department negligently hired Worley and is seeking compensation for emotional distress and physical pain and suffering.

Paso Robles hired Worley, 32, as a patrol officer in September 2003 and he still works for the department, Capt. Lisa Solomon said.

Worley declined comment Thursday but noted that a Sheriff's Department investi-

gation found the shooting was justified.

Attorneys for the city and the department at San Luis Obispo law firm Hall Heatt & Connelly also could not be reached.

Messina's attorney, Stephen Dunkle of Santa Barbara, declined comment Thursday.

Worley and other officers pulled over Messina's 1996 Chevrolet Tahoe about 10:30 p.m. at 16th and Vine streets in Paso Robles after Messina's father called saying his son was drunk, suicidal and a danger to himself, police said.

Worley parked in front of the Tahoe and got out with his service pistol drawn, according to his testimony during one of Messina's court hearings. As Worley walked around his car, the Tahoe jumped the curb and hit him, Worley said in court.

He said he fired four or five

shots, hitting Messina in the left arm and right hand.

Messina told investigators he had not intended to strike Worley with his SUV but was merely trying to get around the patrol car. Deputy District Attorney Karen Gray agreed in court, dropping attempted murder and use of a deadly weapon charges.

The suit also claims Worley breached his duty when he shot Messina because he didn't know whether Messina was armed and did not give him the option to surrender.

Worley has worked for the San Luis Obispo Police Department and the sheriff's department in Contra Costa County. Before that he was employed by the U.S. Coast Guard, Solomon said.

Leslie Parrilla can also be reached at 783-7645

Delta

From Page B1

If the airport wins the grant and persuades the airline to come here, the Delta Connection 50-seat regional jet service would go twice a day to Salt Lake City. From there, local passengers would be able to access other airports, making only the stop in Salt Lake City.

Local fliers currently have to make several changes, either of airports or carriers or both, to get to many eastern destinations, including stops at such hubs as Denver, Chicago or Dallas.

If Delta comes, 27 cities that are now available only through multiple transfers would be accessible through "one-stop shopping," Nairne said.

Some of the domestic airports that would receive connecting service via Salt Lake City are New York's La Guardia Airport; Cincinnati; Fargo, N.D.; Idaho Falls, Idaho; Jackson and Casper, Wyo.; and Helena, Billings and Bozeman, Mont.

"Salt Lake gets you that much closer to (these) destinations, and, most importantly, the service provides additional options for our travelers," Nairne said. "Salt Lake is also a wonderful gateway to our neighbors to the north, Canada." Delta flies to Vancouver and Calgary.

Among the domestic airports now served by only one airline from San Luis Obispo that would receive new competitive one-stop connecting service via Salt Lake City are Detroit; Hart-

ford, Conn.; Memphis, Tenn.; Minneapolis; Nashville, Tenn.; Pittsburgh; Tampa, Fla.; and Washington Reagan National.

Nairne said nearly 60 percent of San Luis Obispo's passengers travel to or from markets east of Salt Lake City.

The grant money would go to marketing the new service, as well as startup costs, including ground crew and ticketing personnel, equipment and computers.

The county airport is served by three airlines. America West has three departures daily to Phoenix and one to Las Vegas; SkyWest/United Express has five to Los Angeles and four to San Francisco; and American Eagle has six to Los Angeles.

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Division, Mission Golf, Jessica
the U.S. Army, and her mother
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and a daughter Davis, of

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PRINT THIS

Runway project runs into controversy

Thursday, April 18, 2006

By: Stacy Daniel

An airport expansion project is at the center of a battle between the County and a San Luis Obispo man.

Jim Filbin's property sits on County-owned land that the airport needs to extend its runway.

The lot being argued over is located on Santa Fe Road, off Buckley, which Filbin has owned since 1978. For more than 30 years, he and the County have been going back and forth about how the property should be used.



Officials say Filbin has been convicted three times already, for allegedly using the land to operate an illegal dump site that could be polluting the area with hazardous waste.

Filbin denies those charges, claiming that he is simply letting a few friends store their old equipment there.

One week ago, more than 10 different agencies served Filbin with a search warrant and tested the area for hazardous waste. Results have yet to come in.

Filbin fears this is all part of a plan for the County to finally seize his land. Airport officials don't deny that his property is in the way of their runway expansion project, but say plans could change, since nothing is set in stone, yet.

"We are willing to negotiate. That's the position at this point in time. And remember, this is still all a proposal. This requires Board approval. The environmental document is still currently on the street for public comment, so things change as we go about the process," explains Klaasje Nairne, San Luis Obispo Airport Manager.

Chicago Bridge and Iron is the business across from Filbin, which will also be affected by the airport project. Employees there say they are cautiously watching as the plans continue to change. The public has until next Monday to voice concerns to the County about the airport expansion project.

Find this article at:

<http://www.ksby.com/news/headlines/2632626.html>

☐ Check the box to include the list of links referenced in the article.

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Board of Supervisors
May 23, 2006

ATTACHMENT II

**SAN LUIS OBISPO COUNTY REGIONAL AIRPORT
Airport Master Plan Update – Planning Advisory Committee**

Name	Organization
Ms. Pat Wilmore	SLO Chamber
Mr. Mike Drazo	SLO City Planning
Mr. John Zanussi	Unocal
Mr. Pete Rodgers	SLOCOG
Ms. Wanda Strassburg	Community Member
Mr. Bob Tefft	Community Member
Ms. Carol Florence	Community Member
Ms. Rosemarie Gaglione	County Public Works
Mr. Sean Goodwin	American Eagle
Mr. Bill Robeson	County Planning
Mr. Jerry Michael	Community Member
Mr. Steve Dwiggins	SkyWest
Mr. Tom Briceland	SBP Air Traffic, Manager
Mr. Dan Burkhardt	NBAA
Mr. Andy Richards	FAA ADO, Manager
Mr. Austin Wiswell Ms. Leslie Snow	Caltrans Div. of Aeronautics, Chief Associate Transportation Planner
Mr. Jeremy Klein	America West / Mesa
Mr. Pat Duncan	Community Member
Ex-Officio	
Mr. David Full	ESA
Mr. Mike Shutt	Mead & Hunt
Mr. Robert Tartaglia	Tartaglia Engineering
Mr. R. George Rosenberger	SLO County General Services Dept.

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IN THE BOARD OF SUPERVISORS
COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA

23rd day of May, 2006

PRESENT: Supervisors

ABSENT:

RESOLUTION NO. _____

RESOLUTION CERTIFYING THE FINAL ENVIRONMENTAL
ASSESSMENT/ENVIRONMENTAL IMPACT REPORT FOR THE SAN LUIS OBISPO
COUNTY REGIONAL AIRPORT MASTER PLAN UPDATE AND GRANT APPROVAL OF
THE FINAL MASTER PLAN FOR THE SAN LUIS OBISPO COUNTY REGIONAL
AIRPORT.

The following resolution is now offered and read:

WHEREAS, on January 25, 2005, the Airport Master Plan Update for the San Luis Obispo County Regional Airport Final Report was accepted by the County Board of Supervisors;
and

WHEREAS, in February 2006, an Environmental Assessment/Environmental Impact Report (EA/EIR) for the San Luis Obispo County Regional Airport Master Plan Update project was completed and released for public review; and

WHEREAS, the Board of Supervisors of the County of San Luis Obispo held a public hearing on May 23, 2006, to adopt the Final Master Plan for the San Luis Obispo County Airport;

WHEREAS, at said hearing, the Board of Supervisors heard and received all oral and written protests, objections, and evidence, which were made, presented, or filed, and all persons present were given the opportunity to hear and be heard in respect to any matter relating to said project.

NOW THEREFORE, BE IT RESOLVED AND ORDERED by the Board of Supervisors of the County of San Luis Obispo, State of California, in a regular meeting assembled on the twenty-third day of May, 2006, that the San Luis Obispo County Regional Airport Master Plan hereto and incorporated herein be approved;

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BE IT FURTHER RESOLVED AND ORDERED that the environmental documents for
the above enacted amendments be approved and certified as follows:

STATE OF CALIFORNIA,)

) ss.

County of San Luis Obispo)

I, _____, County Clerk and ex-officio Clerk of the Board of Supervisors, in and for the County of San Luis Obispo, State of California, do hereby certify the foregoing to be a full, true and correct copy of an order made by the Board of Supervisors, as the same appears spread upon their minute book.

WITNESS my hand and the seal of said Board of Supervisors, affixed this _____ day of _____, 2006.

County Clerk and Ex-Officio Clerk of the
Board of Supervisors

(SEAL)

By: _____
Deputy Clerk

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1. Regarding the Final Environmental Assessment/Environmental Impact Report (FEA/EIR) (ED No.05-404) issued for the San Luis Obispo County Regional Airport Master Plan Update, the Board of Supervisors hereby certifies that the FEA/EIR has been prepared and completed in compliance with the California Environmental Quality Act, California Public Resources Code Section 21000 et seq. and the Board of Supervisors reviewed and considered the information contained in the FEA/EIR and that the FEA/EIR reflects the lead agency's independent judgment and analysis. Further, the Board of Supervisors hereby adopts the recommended findings and statement of overriding considerations of the County Environmental Coordinator, which are attached hereto (Attachment B) and incorporated herein as though fully set forth.

Upon motion of Supervisor _____, seconded by Supervisor

_____, and on the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAINING:

the foregoing resolution is hereby adopted.

Chairman of the Board of Supervisors

ATTEST:

Clerk of the Board of Supervisors

[SEAL]

APPROVED AS TO FORM AND LEGAL EFFECT:

JAMES B. LINDHOLM, JR.
County Counsel

By: _____

Deputy County Counsel

Dated: _____

5.15.06

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